

January 2008



**THE MONTHLY NEWSLETTER OF THE NORTH STAFFORDSHIRE BRANCH OF THE BSA OWNERS CLUB**



**1938 BSA C10**

Picture from the BSA C10 C11 C12 website. This website was set up by Pete Wadey of classic-exhaust specialists Armours – his 1948 C11 De Luxe is featured in The Classic Motorcycle, February 2008. To obtain full access to parts of the website, you will need to become a member of the MSN group but, even without joining, it is an interesting website. Check it out on <http://groups.msn.com/BSAC10C11C12>

## Well-travelled!

Roy has been busy having his photo taken wearing his North Staffs BSAOC polo shirt in exotic locations. Please let me have more photos of yourselves wearing North Staffs BSAOC clothing in interesting places!



In China - the Forbidden City and Tiananmen Square



The start line at the Monaco F1 circuit.

1958	First in long line of unit construction singles as 250cc OHV model C15 is announced. Formation of BSAOC Frank Darrieulat wins title ACU Sidecar Trials Drivers' Star
1960	Titles won – Jeff Smith, ACU 500 Scramble Star; Bill Slocombe, British Experts Sidecar
1961	BSA celebrates centenary. Jack Sangster retires after declaring annual profit of £3m. Succeeded by Eric Turner Titles won – Jeff Smith, ACU 500 Scramble Star; Arthur Lampkin, ACU 250 Scramble Star; Chris Vincent, British Road Racing Sidecar Championship
1962	Chris Vincent wins BSA's first and only full International TT with A7 Shooting Star 'kneeler outfit'. New range of unit-constructed twin-cylinder A50 and A65 models announced. Titles won – Jeff Smith, ACU 500 Scramble Star
1963	Edward Turner retires as managing director, replaced by Harry Sturgeon. Ariel production transferred to Small Heath. Titles won – Jeff Smith, ACU 500 Scramble Star & British Experts Solo; Chris Vincent, British Road Racing Sidecar Championship
1964	Jeff Smith wins World Moto-Cross Championship. 441cc Victor Scrambler produced. Titles won – Jeff Smith, World 500 Motocross Championship & ACU 500 Scramble Star; Chris Vincent, British Road Racing Sidecar Championship
1965	Titles won – Jeff Smith, World 500 Motocross Championship & ACU 500 Scramble Star; Scott Ellis, British Experts Solo; Chris Vincent, British Road Racing Sidecar Championship
1967	Death of Harry Sturgeon; Lionel Jofeh installed as managing director. Umberslade Hall research establishment founded. Queen's Award to Industry granted. Titles won – Jeff Smith, British 500 Scramble Championship
1968	Second Queen's Award presented to BSA. Three cylinder 750cc Rocket Three produced. Titles won – John Banks, British 500 Scramble Championship; Peter Brown, British Road Racing Sidecar Championship
1969	Titles won – John Banks, British 500 Scramble Championship; Chris Vincent, British Road Racing Sidecar Championship
1970	Jeff Smith awarded MEE. Thirteen-model line-up including new 350cc OHC Fury shown at lavish London hotel dinner. Titles won – Chris Vincent, British Road Racing Sidecar Championship
1971	BSA-Triumph Automotive Group devastated by £8m trading loss. Eric Turner and Lionel Jofeh depart. Lord Shawcross installed to lead rescue. Titles won – Chris Vincent, British Road Racing Sidecar Championship; Ray Round, British Experts Sidecar & British Sidecar Trials Championship
1972	Further £3m loss declared by group. Titles won – Norman Hanks, British Road Racing Sidecar Championship; Ray Round, British Experts Sidecar & British Sidecar Trials Championship
1973	BSA near bankruptcy. Government-sponsored take-over by Manganese Bronze Holdings. Norton-Villiers-Triumph Company formed. Machines bearing the 'Piled Arms' trademark no longer produced.
1974	Triumph Meriden workers thwart attempts to produce Triumph engines at Small Heath. Factory site sold to Birmingham Corporation.
1977	Small Heath factory demolished.

# 350ccs. A NEW SIZE OF ENGINE; A NEW KIND OF POWER.

It's not just the 350ccs; it's a lot more. For instance: The advanced, double-overhead cams, the new high-volume oil pump so important to an OHC, the twin cylinders fed by twin carbs. And the carbs themselves: 26mm Amal concentric, breathing through a single induction silencer and air filter. And so many other features: The 5-speed gearbox, the twin upswept exhaust silencers,

the new lightweight brakes that give max heat dissipation. Let this Fury out on the high road or hold it down on the high hills, you'll know you're bossing a lot of bike.

## **BSA FURY 350.** (E35R.) (Not shown)

A road bike that has some of the basic specs of the BSA Fury 350 Street Scrambler. Naturally, it does *not* have detachable electrics or upswept pipes.



**BSA FURY 350-SS.**  
(E35SS)

Electrical starter optional.

ENGINE TYPE: DOHC 4-stroke  
CYLINDERS: 2  
MAX. HP: 34 bhp @ 9000 rpm  
MAX. TORQUE: 21 ft. lb. @ 7000 rpm  
BORE/STROKE: 63 x 56 mm  
COMP. RATIO: 9.3:1  
TRANSMISSION: 5-Speed gearbox  
CARBURETOR: 2-Amal 26mm concentric  
FRONT TIRE: Dunlop 3.25 x 18" K70  
REAR TIRE: Dunlop 3.50 x 18" K70  
FRONT BRAKE: 8" DLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 58 $\frac{3}{8}$ "  
GROUND CLEAR.: 6 $\frac{3}{4}$ "  
DRY WEIGHT: 345 lbs.  
FUEL TANK: 2 $\frac{3}{4}$  gals.  
OIL: 4 $\frac{3}{4}$  qt.

## EVENTS

**Saturday 19 January at 10.00am** – trip to Norton Motors Ltd, Rugeley. Meet there at 10.00am – tea/coffee and biscuits are promised for 10.30am! (note change of time – was previously listed as 11.00am but they have tempted us out early with talk of biscuits!)

**Saturday 16 February** – ride out to the Classic Dirt Bike Show at Malvern Showground.

**Monday 24 March** – Red Marley Hill Climb

**Saturday 5 April** – 1960s transport day, Severn Valley Railway

**Sunday 6 April** – Big Breakfast at Preece Heath

**26-27 April** – Stafford Show. The theme of the stand will be 1958 bikes, as it will be 50 years since the formation of the BSAOC. Please send pictures of your eligible bikes to Colin (or me and I will forward them to Colin) as soon as possible. I believe Colin would like a 1958 Bantam on the stand.

**28-29 June** – 1940s Wartime Weekend, Severn Valley Railway

**5-6 July** – 1940s Wartime Weekend, Severn Valley Railway

**5-6 July** – Uttoxeter Classic Motorcycle Show and Autojumble at Uttoxeter Racecourse. Tel/fax: 0870 0138562

**Saturday 12 October** – Vintage Vehicle Day, Severn Valley Railway

Severn Valley Railway anticipates formally re-opening to full line running for Easter. Additionally the Engine House (the new display facility / museum) will be open at Highley.

### *New Years Day ride out*

*At 9.00am on New Years Day, I met up with Tim on his Triumph and two of his friends, Mark on his W650 and Ron on a big Yamaha, at the clock tower garage in Telford.*

*A steady ride over to Norton Bridge finds Arthur and Derek waiting for us, shortly to be joined by three locals on a couple of Harleys.*

*On damp and greasy roads the group made its way to the square in Leek town centre - have we got the right day? is this the right place? Or, could it be true, we are early, because the square is empty?*

*We all thought we were keen, out and about early in the new year but a chap arrived on a Ural combo saying he had been out since 6.30am, rather putting us in our place.*

*Neil arrived on his A10, followed by a steady trickle of north staffs V.M.C.C. members on a selection of old and modern machines (about 40 bikes altogether) with our numbers made up to 12 with the arrival of Alan, Roy and Harvey.*

*After a hot cup of tea / coffee in the pub on the corner, we had a last look round in the square and watched the vintage club riders off on their ride to Weaton Mill. It's our turn to leave the square and head off to a warm welcome at the Yew Tree inn at Cauldon Low, a short misty ride finds several club members already there, Tom, Lyne, Colin, Lynda, Stan, Lee, and H having made their way there by different routes.*

*Seasonal greetings carried out. it was time to sample the promised pie and pint. Pleasant company and good conversation must come to an end as we go our separate ways and make our journeys home. All in all a grand (new years) day out.*

*Myles.*

## MY NEW TOY

By Jon Fielding

New Hudson built motorcycles from 1903 until the early 1930s when the company changed to the manufacture of Girling brakes. New Hudson also produced an extensive range of pedal cycles. Early on 1940 they returned to powered two-wheelers with an autocycle but the New Hudson autocycle is chiefly remembered as a post-war machine. This is probably because the later models were the most popular of all the autocycles and New Hudson continued production much later than their competition did.

The autocycle was launched in March 1940 and was powered by the Villiers JDL engine. When production recommenced after the war, New Hudson had become part of the cycle division of BSA. In 1949, the New Hudson was redesigned to take the Villiers 2F engine. The initial colour scheme was black with red panels; in 1953 this changed to green with cream panels; 1954 was maroon and cream. 1955 models reverted to the green colour scheme and this is the one I have got!



In May 1956 the machine was restyled and continued to be sold until 1958, the year that that saw the end of the 2F engine and so the New Hudson left the market.

In all, 24,000 New Hudson autocycles were produced; 5,000 JDLs, 14,000 earlier 2F models and 5,000 'restyles'.

It is great fun to ride and makes me laugh and it may even get to a meeting if I can work out why it only runs well on full revs! One speed, clutch, thumb-throttle and brakes on the wrong sides of the handlebars make for an interesting ride.



## EDITOR'S FOOTNOTE

I hope you have all had an enjoyable Christmas and are looking forward to a happy new year riding, maintaining and restoring your BSAs (and hopefully no need to spend too long fixing them!).

Please send any contributions for the newsletter or the website to either [hazel@hazelclarke.orangehome.co.uk](mailto:hazel@hazelclarke.orangehome.co.uk) or [editor@bsaoc-northstaffs.co.uk](mailto:editor@bsaoc-northstaffs.co.uk) or give them to either me or Jon at the meetings. Any photos for the photo albums on the website would be welcome, too.

Happy New Year!

*Hazel*



Rhys failed to escape with Myles's B40 at Bratch Pumping Station on 29 December. The steam Pumping Station has two open days each year, with displays of vintage vehicles, including some motorcycles, as well as steam engines and the opportunity to look around the pumping station itself.